

Meeting Date: July 20, 2005 Division: Growth Management

Bulk Item: Yes No X Department: Planning

Staff Contact Person: Marlene Conaway

Approval of a resolution endorsing the findings of the Big Pine Key US-1 Corridor Area Enhancement Plan (The Plan) and authorizing the Planning and Environmental Resources Staff to seek funding to analyze the feasibility of the findings or implement the projects proposed in the Plan.

A US-1 Corridor Enhancement Plan is completed for each community as part of the on-going Livable CommuniKeys Planning process. The Big Pine Key US-1 Corridor Area Enhancement Plan was completed on January 16-17, 2003. The plan proposes a number of projects designed to improve the aesthetics and create a sense of place for Big Pine Key. The study also provides for architectural and design guidelines to promote the architecture history of Big Pine Key. Staff seeks direction to move forward to implement the findings of the study.

PREVIOUS RELEVANT BOCC ACTION:

November 20, 2002-BOCC approves a contract with the HOK Group to complete the study.

N/A

Approval.

DISPOSITION: _____ **AGENDA ITEM #** _____

RESOLUTION NO. _____ - 2005

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF MONROE COUNTY, FLORIDA ENDORSING THE FINDINGS OF THE BIG PINE KEY US-1 CORRIDOR AREA ENHANCEMENT PLAN AND DIRECTING THE APPROPRIATE STAFF TO PURSUE FUNDING TO ANALYZE THE FEASIBILITY OF THE FINDINGS OR IMPLEMENT THE PROJECTS PROPOSED IN THE PLAN.

WHEREAS, the Monroe County Year 2010 Plan was amended by the Board of County Commissioners on February 22, 2001 to include Objectives and Policies to address local community needs through the Livable CommuniKeys Planning Program; and

WHEREAS, the Livable CommuniKeys Process develops a Community Master Plan for each community in Monroe County; and

WHEREAS, a Corridor Enhancement Plan is part of the exercise in addressing the needs of the community through the Livable CommuniKeys Process; and

WHEREAS, the Florida Department of Transportation has provided funding to Monroe County to complete a series of US-1 Corridor Enhancement Plans in conjunction with the Florida Keys Scenic Highways Program; and

WHEREAS, a charrette for the Big Pine Key/US 1 corridor was held on January 16 and 17, 2003; and

WHEREAS, the charrette examined opportunities for establishing a consistent look and feel for Big Pine Key, therefore, enhancing its sense of place; and

WHEREAS, the charrette examined means for improving the service levels and circulation of US-1; and

WHEREAS, the Big Pine Key/No Name Key Livable CommuniKeys Plan which establishes goals, strategies, and action items for meeting the needs of the community was adopted by the Board of County Commissioners on December 17, 2003; and

WHEREAS, the Big Pine Key US-1 Corridor Area Enhancement Plan provides a single illustrative color plan identifying the boundaries, significant landscape elements, improvements to rights-of-way, parking, proposed development interventions, schematic building locations and development envelopes and uses envisioned in the Livable CommuniKeys Plan;

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MONROE COUNTY, FLORIDA, THAT

The appropriate staff is directed to seek funding to further analyze the findings or implement the projects proposed by the Big Pine Key US 1 Corridor Area Enhancement Plan.

PASSED AND ADOPTED by the Board of County Commissioners of Monroe County, Florida, at a regular meeting of said Board held on the 20th day of July, 2005.

Mayor Dixie Spehar	_____
Mayor Pro Tem Charles "Sonny" McCoy	_____
Commissioner George Neugent	_____
Commissioner David P. Rice	_____
Commissioner Murray E. Nelson	_____

(Seal)

Monroe County Board of Commissioners

Attest: _____
Clerk of Court

By: _____
Mayor

(Seal)

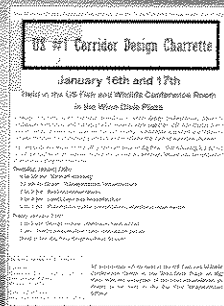
County Attorney's Office



Big Pine Key US-1 Corridor Area Enhancement Plan

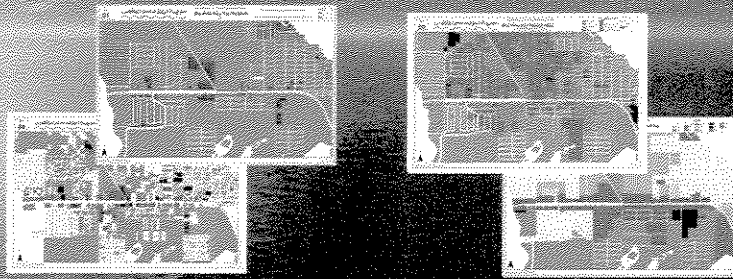
Monroe County
Livable CommuniKeys Program
Board of County Commissioners Presentation
July 20, 2005

Big Pine Key US-1 Corridor Area Enhancement Plan



- Part of the Livable CommuniKeys Planning Process.
- A community effort to prepare a vision for the corridor.
- Design charrette was conducted over a two day period in January 16 and 17, 2003.

Big Pine Key US-1 Corridor Area Enhancement Plan



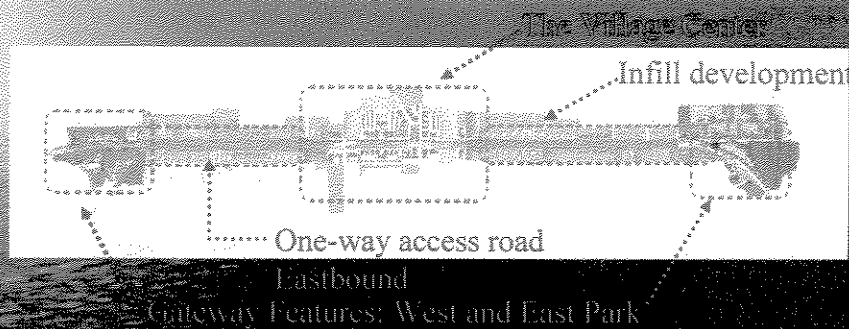
- The vision was organized into the Corridor Area Enhancement Plan and was presented to the Big Pine Key Community.
- The Plan was roundly accepted by the community.

Big Pine Key US-1 Corridor Area Enhancement Plan

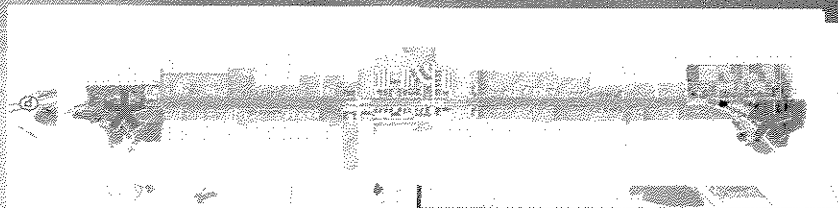
- The Study examined the following development issues:
- Compact community development
- Neighborhood unit as basic increment of development
- Integration of various uses within neighborhood
- Increased flexibility for additional development, while maintaining BPK's unique quality
- Coordination with other projects such as FKOHT
- Protection of ecologically and culturally significant areas

Big Pine Key US-1 Corridor Area Enhancement Plan

- Findings of the Plan



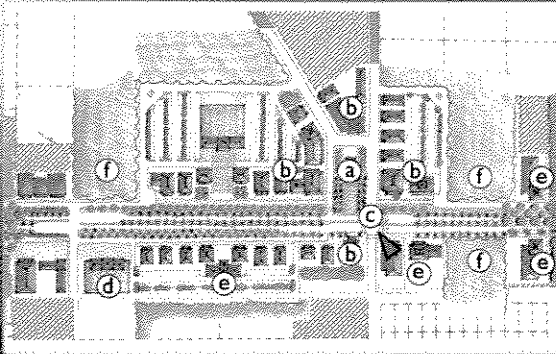
Plans and Proposals East and West Gateway Parks



- Serve as entryway features when arriving on the island

Plans and Proposals

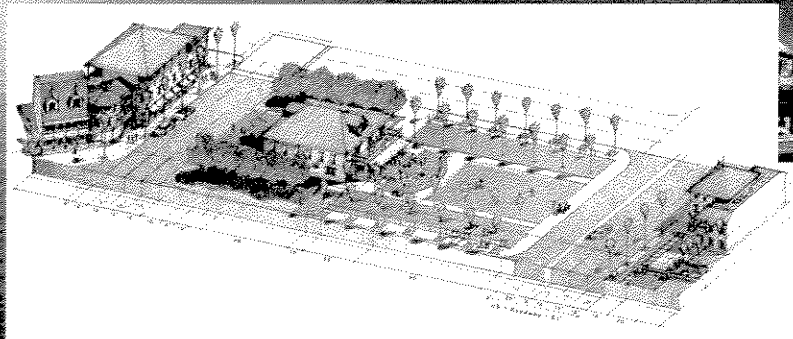
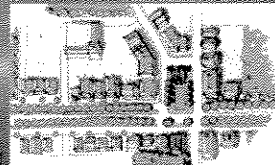
The Village Center



- a. Reconfiguration of intersection with new plaza as center of new Village Center
- b. Commercial redevelopment
- c. Safe pedestrian passage and visual aids
- d. Improvements to Flea Market
- e. Additional/long-term infill development
- f. Preservation of Existing wetlands/hammocks/conservation areas

Plans and Proposals

The Village Center



Plans and Proposals

Parallel One-lane Reverse Flow Side Streets



- Right Turn circulation system
 - Three-lane roadway (US-1)
 - Landscape median north of three-lane section
 - One lane, one-way section north of the median (the parallel road)
- This system eliminates the need for vehicles to make left turns onto US-1 from the side streets

Plans and Proposals

Design Guidelines

COUNTY OF MONROE
Big Pine Key-US 1 Corridor Area Enhancement Plan

URBAN GUIDELINES

CENTER ZONE

INTENT: The Center Zone is intended to provide a high-quality, walkable, and bikeable environment. It is designed to be a vibrant, mixed-use area that encourages pedestrian and bicycle travel. The zone is characterized by its proximity to the waterfront and its potential for high-density development.

DESIGN PRINCIPLES: The design principles for the Center Zone are as follows:

- **Walkability:** The zone should be designed to be highly walkable, with a network of sidewalks, crosswalks, and pedestrian-friendly streets.
- **Bikeability:** The zone should be designed to be highly bikeable, with a network of bike lanes, bike paths, and bike-friendly streets.
- **Mixed-Use Development:** The zone should encourage a mix of uses, including residential, commercial, and recreational.
- **High-Quality Design:** The zone should be designed to be high-quality, with attention to detail in architecture, landscaping, and public art.

DESIGN REQUIREMENTS:

Requirement	Minimum	Maximum
Height	10 ft	20 ft
Setback	5 ft	10 ft
Lot Coverage	25%	75%
Open Space	10%	20%
Public Art	10%	20%

STREET FRONTAGE

DESIGN PRINCIPLES: The design principles for the Street Frontage are as follows:

- **Walkability:** The street frontage should be designed to be highly walkable, with a network of sidewalks, crosswalks, and pedestrian-friendly streets.
- **Bikeability:** The street frontage should be designed to be highly bikeable, with a network of bike lanes, bike paths, and bike-friendly streets.
- **Mixed-Use Development:** The street frontage should encourage a mix of uses, including residential, commercial, and recreational.
- **High-Quality Design:** The street frontage should be designed to be high-quality, with attention to detail in architecture, landscaping, and public art.

DESIGN REQUIREMENTS:

Requirement	Minimum	Maximum
Height	10 ft	20 ft
Setback	5 ft	10 ft
Lot Coverage	25%	75%
Open Space	10%	20%
Public Art	10%	20%

DESIGN PRINCIPLES: The design principles for the Design Guidelines are as follows:

- **Walkability:** The design guidelines should be designed to be highly walkable, with a network of sidewalks, crosswalks, and pedestrian-friendly streets.
- **Bikeability:** The design guidelines should be designed to be highly bikeable, with a network of bike lanes, bike paths, and bike-friendly streets.
- **Mixed-Use Development:** The design guidelines should encourage a mix of uses, including residential, commercial, and recreational.
- **High-Quality Design:** The design guidelines should be designed to be high-quality, with attention to detail in architecture, landscaping, and public art.

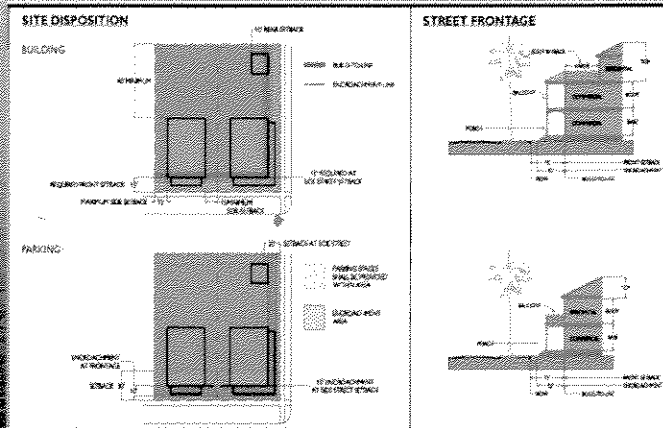
DESIGN REQUIREMENTS:

Requirement	Minimum	Maximum
Height	10 ft	20 ft
Setback	5 ft	10 ft
Lot Coverage	25%	75%
Open Space	10%	20%
Public Art	10%	20%



Plans and Proposals


Design Guidelines



Plans and Proposals

Design Guidelines

- Design Guidelines intended to deliver aesthetic standards for future development.
- Standards based on development issues addressed at the charrette:
 - Compact community development
 - Neighborhood unit as basic increment of development
 - Integration of various uses within neighborhood
 - Increased flexibility for additional development, while maintaining BPK's unique quality
 - Protection of ecologically and culturally significant areas



Plans and Proposals

Design Guidelines

- Design Guidelines are there to create the community's vision of a walkable, livable, and sustainable community.